

## SENATE QUARTERLY MASS MAIL VOLUMES AND COSTS FOR THE QUARTER ENDING DEC. 31, 1999—Continued

Senators	FY2000 official mail allo- cation	Total pieces	Pieces per capita	Total cost	Cost per capita
Burns	34,375	0	0	0.00	0
Byrd	43,239	0	0	0.00	0
Campbell	65,146	0	0	0.00	0
Chafee, Lincoln	34,703	0	0	0.00	0
Cleland	97,682	0	0	0.00	0
Cochran	51,320	0	0	0.00	0
Collins	38,329	0	0	0.00	0
Conrad	31,320	0	0	0.00	0
Coverdell	97,682	0	0	0.00	0
Craig	36,491	0	0	0.00	0
Crapo	36,491	0	0	0.00	0
Daschle	32,185	0	0	0.00	0
DeWine	131,970	0	0	0.00	0
Dodd	56,424	0	0	0.00	0
Domenici	42,547	0	0	0.00	0
Dorgan	31,320	0	0	0.00	0
Durbin	130,125	0	0	0.00	0
Edwards	103,736	508	0.00008	408.05	0.00006
Enzi	30,044	0	0	0.00	0
Feingold	74,483	0	0	0.00	0
Feinstein	305,476	0	0	0.00	0
Fitzgerald	130,125	688	0.00006	225.10	0.00002
Frist	78,239	0	0	0.00	0
Gorton	81,115	0	0	0.00	0
Graham	185,464	0	0	0.00	0
Gramm	205,051	1,421	0.00008	309.89	0.00002
Grams	69,241	57,346	0.01311	31,583.87	0.00722
Grassley	52,904	0	0	0.00	0
Gregg	36,828	0	0	0.00	0
Hagel	40,964	0	0	0.00	0
Harkin	52,904	0	0	0.00	0
Hatch	42,413	0	0	0.00	0
Helms	103,736	0	0	0.00	0
Hollings	62,273	0	0	0.00	0
Hutchinson	51,203	0	0	0.00	0
Hutchison	205,051	0	0	0.00	0
Inhofe	58,884	0	0	0.00	0
Inouye	35,277	0	0	0.00	0
Jeffords	31,251	33,878	0.06020	10,220.91	0.01816
Johnson	32,185	0	0	0.00	0
Kennedy	82,915	802	0.00013	272.64	0.00005
Kerrey	40,964	0	0	0.00	0
Kerry	82,915	0	0	0.00	0
Kohl	74,483	0	0	0.00	0
Kyl	71,855	0	0	0.00	0
Landrieu	66,941	0	0	0.00	0
Lautenberg	97,508	0	0	0.00	0
Leahy	31,251	5,411	0.00962	1,456.55	0.00259
Levin	114,766	3,013	0.00032	608.87	0.00007
Lieberman	56,424	703	0.00021	655.20	0.00020
Lincoln	51,203	1,317	0.00056	1,236.67	0.00053
Lott	51,320	0	0	0.00	0
Lugar	80,377	0	0	0.00	0
Mack	185,464	0	0	0.00	0
McCain	71,855	0	0	0.00	0
McConnell	63,969	0	0	0.00	0
Mikulski	73,160	0	0	0.00	0
Moinihan	184,012	0	0	0.00	0
Murkowski	31,184	0	0	0.00	0
Murray	81,115	0	0	0.00	0
Nickles	58,884	0	0	0.00	0
Reed	34,703	0	0	0.00	0
Reid	43,209	1,097	0.00091	898.20	0.00075
Robb	89,627	0	0	0.00	0
Roberts	50,118	0	0	0.00	0
Rockefeller	43,239	0	0	0.00	0
Roth	32,277	0	0	0.00	0
Santorum	139,016	0	0	0.00	0
Sarbanes	73,160	0	0	0.00	0
Schumer	184,012	0	0	0.00	0
Sessions	68,176	0	0	0.00	0
Shelby	68,176	0	0	0.00	0
Smith, Gordon	58,557	0	0	0.00	0
Smith, Robert	36,828	0	0	0.00	0
Snowe	38,329	0	0	0.00	0
Specter	139,016	0	0	0.00	0
Stevens	31,184	0	0	0.00	0
Thomas	30,044	0	0	0.00	0
Thompson	78,239	0	0	0.00	0
Thurmond	62,273	0	0	0.00	0
Torricelli	97,508	2,602	0.00034	1,387.69	0.00018
Voinovich	131,970	0	0	0.00	0
Warner	89,627	0	0	0.00	0
Wellstone	69,241	0	0	0.00	0
Wyden	58,557	0	0	0.00	0
Totals	7,594,942	111,226	0.08868	51,214.50	0.03227

## ADDITIONAL STATEMENTS

## IN RECOGNITION OF THE 100TH ANNIVERSARY OF THE LEGEND OF CASEY JONES

• Mr. THOMPSON. Mr. President, I rise today to acknowledge the historical significance of April 30th to the State of Tennessee and the Nation. Casey Jones, a legendary Tennessee railroad engineer, made history when his engine collided with another train

on April 30, 1900. Casey's infamous ride and his selfless actions to save the lives of innocent bystanders have been lauded in folk music and drama throughout the past century. It is in his memory and the spirit of his efforts that I ask my colleagues to join me in recognizing Casey Jones' bravery and heroism.

Americans have been fascinated by the life of Casey Jones not merely for his heroism but also for his personification of the American dream. Casey's

legendary life is a universal tale, and one that was guided by the foundations of this great nation: diligence, perseverance, determination, and sacrifice. Casey began as a cub operator for the railroads, then worked as a fireman, and eventually became an engineer in 1891, an accomplishment that was rarely seen in those days. He moved his family anywhere he could find employment, but he never neglected his role as a caring father and devoted husband.

Casey had a reputation as a trusted and capable engineer, and he soon found himself in charge of regularly scheduled passenger trains.

On the night of April 29, 1900, Casey departed Memphis aboard Engine 382 with six passenger cars one hour and thirty-five minutes late. Protocol demanded that engineers make their arrival time regardless of the tardiness of their departure. Casey was renowned throughout the region for his ability to make time, and he was doing an excellent job until he arrived at Vaughn Station, only eleven miles from his final destination. While attempting to maintain his scheduled arrival, Casey missed a flag signal warning that a freight train was still on the tracks ahead of him. Casey's engine collided with the caboose, but instead of abandoning his engine as instructed, he stayed behind in the hope that the lives of his passengers could be saved. Due to Casey's heroic attempts to stop and slow the train, none of Casey's passengers were injured and he was the only one killed in the crash.

Throughout this year, Casey Jones' hometown of Jackson, Tennessee, will celebrate the centennial of his gallant ride and recognize his contributions to American history. The events will culminate on the anniversary of the crash with a celebration sponsored by the Casey Jones Village, the Casey Jones Home and Railroad Museum, and the City of Jackson. I encourage everyone to take part in these events and remember the legacy of Casey Jones—an American folk hero.●

#### ARIAIL PULITZER NOD

● Mr. HOLLINGS. Mr. President, it is an honor for me to recognize one of South Carolina's most talented journalists, Robert Ariail, who was recently selected as one of the three finalists for the Pulitzer Prize in editorial cartooning. This is the second time he has made the Pulitzer shortlist, having also been a 1995 finalist. Since joining The State newspaper in Columbia, SC in 1984, Mr. Ariail has informed and charmed South Carolina readers with a collection of original, insightful and finely-crafted cartoons. Having been a subject of his satire, I can personally attest to his talent. His work has earned him numerous national and international awards including the Overseas Press Club's Thomas Nast Award, the National Headliner Award and the national Sigma Delta Chi Award. I have faith that three times will be the charm for Robert Ariail and the Pulitzer; this prestigious award could not go to a more deserving person.●

#### THE 150TH BIRTHDAY OF GRAND RAPIDS, MICHIGAN

● Mr. ABRAHAM. Mr. President, I rise today in honor of the City of Grand Rapids, Michigan, which on May 1, 2000, will celebrate its 150th birthday.

Residents of the city have been invited to commemorate the occasion with Mayor John Logie at the Grand Rapids Sesquicentennial Community Party, an event which will highlight the growth and development of a city that is still on the ascent.

When a group of fur trappers, explorers, loggers, and sod busters took a break from their daily activities on May 1, 1850, to make Grand Rapids an incorporated city, the estimated population was 2,686 persons. The number of square miles that the city encompassed stood at four, the estimated number of city officials was sixteen, there were thirty two miles of road within city limits, and there was neither a police force nor a fire department. To be sure, the first mayor of Grand Rapids, Mr. Henry R. Williams, had his work cut out for him.

Today, I think Mr. Williams would be extremely proud to see how far the city of Grand Rapids has come in its 150 years. Its population now stands at 192,000 persons, and, when surrounding metropolitan areas are added to this, the figure grows to 1,021,200. This makes Grand Rapids the second largest city in Michigan and the 58th largest city in the Nation. The city encompasses 45 square miles, employs over 2,000 city officials, has 562.81 miles of road within its limits, a police force of 379 officers and a fire department of 260 firefighters. Mr. President, I think it goes without saying that Mayor Logie also has a lot of work on his hands.

The City of Grand Rapids has planned many events to be included as part of its Sesquicentennial Celebration. All elementary schools, public, private, and charter, will be served birthday cake on May 1. The original city boundary will be marked with special historic 1850 signs. City officials have commissioned the designing of a parade float to participate in area parades, which depicts the Grand River and is fully equipped with jumping fish, fireworks, and depictions of historic buildings and neighborhoods. Free coloring books entitled "The City of Grand Rapids: Then and Now," will be distributed on April 29, 2000.

In addition, officials from the four sister cities of Grand Rapids—Omihachiman, Japan; Bielsko-Biala, Poland; Perugia, Italy; and Ga District, Ghana—will join in the celebration. A time capsule, to be built into the new Archive Center, will receive its first items. One hundred and fifty trees will be planted throughout the community to commemorate the birthday celebration. A beginning list of 150 historical sites in Grand Rapids will be released on April 29, 2000, and will be completed throughout the year. And finally, the Grand Rapids Press will publish four essays, submitted by Grand Rapids residents, as a tribute to the birthday, with the topics of these essays ranging from diversity to the city's quality of life.

Mr. President, in one hundred and fifty years, residents of Grand Rapids

have experienced their fair share of both prosperity and decline. At the end of World War II, the future of Grand Rapids looked bleak. Through the incredible efforts of thousands of individuals in the years since, though, the city has managed to turn the tables full tilt. As we enter the new millennium, Grand Rapids is enjoying the greatest economic boom in its history. With this economic prosperity has come a remarkable turn in the overall quality of life that residents enjoy. Also, it should be noted that Grand Rapids is one of Michigan's most diverse cities, diversity which increases everyday as more and more jobs are created within city limits. The turnaround of Grand Rapids serves as a model, and an inspiration, to other cities, not only in Michigan, but throughout the Nation.

Mr. President, I extend greetings to all those participating in the Grand Rapids Sesquicentennial Community Party, and the many other events that have been planned for the celebration of the anniversary. On behalf of the entire United States Senate, I wish the City of Grand Rapids a happy 150th birthday.●

#### DIABETES RESEARCH

● Mr. WYDEN. Mr. President, as a member of the Senate Diabetes Caucus, I am concerned with the need for further research for a cure for diabetes. Recently, I had several meetings with constituents from Portland, Eugene, and Lake Oswego, Oregon concerning diabetes research funding. All of these constituents are young children or young adults living with this disease. One young woman told me that she has already lost three friends to this disease.

For fiscal year 2000, the National Institutes of Health (NIH) received a \$13.3 million increase over last year's funding for diabetes. This increase brings the total amount for diabetes research to \$462.3 million. For those who have to live every day with diabetes and for those who are the parents of a child living with disease, and who have to worry every day about the long-term toll diabetes disease takes on their child, this is not enough.

Diabetes can destroy nerves, harm eyesight, and cause a host of other deleterious effects on the body. While I am pleased that there was an increase in the funding of NIH for diabetes research last year, I believe we can and should do more to assure that we find a cure.

While funding has increased from \$134 million in fiscal year 1980, this only represents approximately 2 percent growth per year when adjusted for inflation. Considering the widespread and devastating effects of this disease, we should continue to support the funding increases for NIH research of diabetes.

I know that many of my colleagues feel strongly about this issue as well. I